Bel Isle & Windsor Ferry Co 68

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND, OHIO.

Helvetia, H. A. Tuttle and the Alverson will increase the tonnage laid up here.

Of the Wilson fleet, Tower, Yakima, Kasota and the schooner Wadena are laid up here.

J. W. Westcott vesselowner and marine reporter of Detroit, was in the city yesterday.

The Jas. Pickands from Fayette with pig iron will be about the last arrival here this season.

Work on the new drydock is progressing satisfactorily and is expected that it will be completed in two weeks time.

The Globe Iron Works Co., will fit out the Northern line fleet of steamers, with steam hoisting engines during the winter.

Mr. Westaway, supervising engineer for the Michigan Central, is in the city attending to the fitting out of that company's new boat.

V. H. Ketchum, will have her machinery compounded and two new Scotch boilers 11 feet 6 inches in diameter, by 14 feet long will be placed in her this winter.

Edward Crosby, has purchased the harbor tug T. M. Moore, from Captain Thomas Maytham, of Buffalo for $5,000. The Moore will be used this fall in connection with the waterworks crib.

Work on the new Michigan Central ferry steamer Transfer, is being pushed along rapidly, the auxiliary engine started yesterday and proved perfectly satisfactory in its workings.

Mr. Fitz. A Kirby and Mr. Choate, who is studying naval architecture at Wyandotte, Mich., was in the city last Saturday on business connected with the Wyandotte shipbuilding yard.

We take pleasure in recommending the Mount Olive Erasive Liquid, manufactured by Capt. D. A. McLachlan, for cleaning varnish and painted articles without injury to the polish. Price 40c per gallon. Address the Captain at 633 Trumbull Ave., Detroit, Mich.

At 11 o,clock Friday morning United States Marshall B. F. Wade will sell the barge B. M. Baker at the government building. Claims amounting to about the full value of the boat have been piling up against her for some time past. The Baker is tied up here.

The propeller Gladstone, owned here, was chartered Monday to take corn from Chicago to Buffalo at 4¼ cents. This is another advance of a ¼ of a cent, and it is a profitable rate of freight.

Captain M. M. Drake, of Buffalo, was in the city this week and expressed himself as being greatly pleased at the success of their new boat, the Lackawanna, recently built by the Cleveland Ship Building Co.

John Nelson and Everett E. Johnson received a judgment for $200 against the city in Justice Hart's court yesterday. The action was for alleged damages to a schooner owned by them in a collision with the viaduct draw bridge on July 17, 1888.

The new boat building at the Cleveland drydock is getting well along, up to this date, keel laid, stem up and 30 frames, the new jig mill, particulars of which were given in a former edition, is doing good work, and the electric light system has been connected to supplement daylight.

The new steamer building at the yards of the Cleveland Shipbuilding Co., for the Cleveland Iron Mining Co., is well in frame and has about half of her 'tween deck beams in place, considerable of the flooring over her water bottom has been laid and the hull is beginning to take on a tangible shape.

Captain McDougall, of Duluth, Minn., is in the city, in reference to the report so widely circulated that he would build a 2500 ton steel boat in Philadelphia. He says that the idea had never even occurred to him, but that he will build this winter in Duluth a freight steamer to be named the 102.

Captain Alexander McDougall was in the city yesterday, and met a number of our prominent capitalists at the Weddell House, and left here for Buffalo last night, but will return to Cleveland in a few days. He expressed himself as being confident of the ultimate success of his system of freight barges.

The Cleveland drydock, has had the propeller C. Tower in to tighten wheel, propeller Kasota to stop a leak J. H. Weatherly, fire boat, for a thorough recalking. She has been sheathed with iron plates to withstand the ice in the river; tug Curtiss is having repairs made to her shoe and wheel protected, the Continental docks to-day for part new stem and fore foot. She will also be calked outside.

As regards the iron ore interest and the present situation it is said that a Cleveland dealer reports that a costumer had called on him for a small block of ore, and out of 450-000 tons handled this year he could not offer him a pound. The same is the report from all quarters. The ore of the Lake Superior district has found new markets in the far east on account of the tariff and high ocean freights acting against foreign ores and Buffalo, where only 25,000 tons of ores were handled a year ago, received 230,000 tons during the past season. Manufacturers of pig iron have cleaned up all of their surplus stocks and they refuse to sell their product for future delivery at any price that would now seem within reason. With these assurances the uniform opinion of vesselmen that six million tons of ore will be mined next season is deserving of consideration, and this belief is followed with the certainty that there will be an immense movement of grain to the seaboard.

TOLEDO, OHIO.

Special to the Marine Record.

The John Schulte is receiving new rail forward of the mainmast, new towposts and mizzen mast. Bell is doing the work.

The Richard Martin came off from Gilmore's dock the first inst., having received new steel arches and other repairs. The Oscar Townsend is now in the docks for steel arches and a rebuild.

The Tug association expired Dec. 1st.

Rooney's dredge Birkhead and tug T. M. Moore are at work at Detroit.

The buoys have all been removed.

The Cleveland Steam Boiler Works are building a boiler, six feet in diameter and ten feet long, to be allowed one hundred and fifty pounds of steam, for the steamer Douglass. Connely Brothers, proprietors of the above works have established a first class boiler shop here, called the Maumee Boiler Works.

Toledo marine interests are annually growing larger and more important. The season just closed added to the fleet owned and controlled at this port a few of the best vessels of their kind on the lakes. The following vessels have been added to the Toledo fleet during 1888: Propeller Monahansett; schooners Massasoit, John Schuette, P. B. Locke, F. C. Leighton, (winteting at Ogdensburg), C. Arthur and tug W. H. Doan. There are besides, of the Toledo vessels, the Black Line fleet belonging to Curtiss and Brainard, some fifteen in all. The propeller Germania is wintering in Detroit. The dredge Birckhead and tug T. M. Moore, of this port, are in Detroit at work.

Swan creek will be dredged to a depth of 15 feet. Forty feet wide on the bottom and sixty feet on top.

The Wabash boats and yacht Sigma are laid up at Trenton, Mich. H.

CAPTAIN SMITH.

Captain Smith, of the tug Conqueror, died at ten o'clock December 4, at the general hospital of typhoid fever. His tug has been in the harbor for the last two years and left here about the middle of the past summer. Captain Smith has been here for several years past, and was well known among marine men at this port. The news of his death has been received with general regret.

BUFFALO, N. Y.

Special to the Marine Record.

Nearly all the line boats are now safely in port. The Western and Anchor line fleets are in, and all of the Union line fleet except the New York and Chemung, which came on Lake Erie bound down. The Lackawanna line had only the Lackawanna out; she came in Monday. The Lehigh line is not so near its season's end. The Wilbur has not left Gladstone for Buffalo, the Clyde and Mercur are loading coal here for Chicago, and the H. E. Packer arrived here from Chicago.

The only important coal charter is the propeller Clyde for Chicago at $1 taken by outside parties. The Lehigh line will load the Mercur for Chicago on its own account. The Roumania, came in for a load on Sunday.

Captain Furey of the stranded propeller Staruca arrived Saturday night. He has left the boat in charge of a keeper who lives in the vicinity. The story that she is breaking up had not been heard at the Union line office.

The fleet bound for Buffalo now numbers about a dozen and includes the Chemung, New York, Lackawanna, H. E. Packer, H. A. Tuttle, City of Cleveland R. P. Fitzgerald, Spokane, Gladstone, Wm. Edwards, and E. P. Wilbur, most of which will be in before Thursday.

David Bell, has entered into contract with Charles Dunbar, to build a steel tug, dimensions 60 feet over all, 14 feet beam, engines 15 by 16 high pressure, boiler 5 feet 3 inches diameter by 9 feet long, mean draft of water 6 feet. Also a steel steam launch 32 feet long by 6 feet 6 inches beam, both vessels to be completed by April 15th. Several steam hammers have recently been shipped from these works and new orders are being filled.

The Lake Erie Boiler Works present an unusual scene of activity. Work on their many contracts being pushed forward with all available power.

D. Provost & Son, sailmakers, are having a moderate share of work and report their season's business as being fairly good.

Felthousen & Russell's, lamp and sidelight manufactory, are shipping a large order of lamps to Canada, to be used on and around the Welland canal. This order only supplements the extensive Canadian business done by this firm in the past, most of which has been under a government contract.

At R. Mills & Company's, drydock works, they have the new wooden steambarge all in frame and work on her is being pushed rapidly along; propeller Lycoming is in dock for part new garboard strake, outside calking and repairs to arches, propeller John B. Lyons for a new Trout wheel and bottom calking, the May Durr has just completed extensive repairs, the propeller Badger State will follow the Lycoming and have new arches, plankshear, calking, and general repairs, after the John B. Lyon, the propeller Buffalo will be docked to take out her shaft and sternpipe.

At the Union drydock the propeller Japan is in for calking her wood bottom and is being painted outside, the schooner Gardner is having an extensive rebuild, and being thoroughly refastened, Hand's line tug the Lorenzo Dimick is having new garboard strakes, entire new machinery and general overhauling. Work on the new iron boat to be built by this firm is being pushed.

The Eagle Boiler Works, are building two marine boilers for Frank Wheeler, of Bay City, the dimensions are 9 feet 6 inches in diameter, by 14 feet in length. This firm has employed all of the labor that can work to advantage on their extensive premises and they will be kept busy until the spring.

E. L. Parrish, sailmaker, has in storage the outfit of the several vessels mentioned below: Steambarge John Breedon, Annie M. Peterson, Sweetheart, Sunshine, John C. Pringle, Monticello, Halsted, Guiding Star, J. Adams, propeller Otego. Business is reported as being brisk, and new orders are expected on figuring. Mr Parrish is now handling a new patent hatch cover fastener, which is likely to come into general use on the chain of lakes.

H. G. Trout, King Iron Works, has recently erected a one story brick building to be used as an additional tool storage room. The new engine for the steamer building at the yard of R. Mills & Co. will be a triple expansion engine, cylinders 20, 32 and 52 by 45 stroke and will be the first triple expansion engine that has been furnished by this firm. The dimensions of the engine for the new steel steamers building at the Union drydock are 28, 52, by 48 in. stroke. An engine is in course of construction for F. W. Wheeler, of Bay City, 28, 52 by 42 inch stroke to be placed in a boat now building. James Davidson, Bay City, Mich., has also contracted with the firm for an engine 22 and 42 by 40 inch stroke. The Trout propeller wheel will be placed on each of these vessels and most flattering accounts of the work done by these wheels are being frequently received a few of which through the courtesy of the manager, we are enabled to mention namely: City of Grand Rapids, speed increased 1½ miles per hour, tug Jessie Spaulding, Sturgeon Bay, Wis., speed increased 1 mile per hour saving 15 per cent in fuel steambarge Cormorant increased speed 1 mile per hour, Mr. Conway, the late engineer being loud in the praises of the Trout wheel. Wheel shipped to New York, for the Dashaway, gives an excellent result as the firm is notified that her speed is increased by 1 to 2 miles per hour, also that her towing power has been added to since the wheel has been in use. Tug Aldrich, Ludington, Mich., Caswell, Braing & Co., has had her speed increased by 1 mile to 1½ miles per hour, since using the Trout wheel. The engineer of the fishing tug Roberts, of Detroit, writes to say that the Trout wheel, recently furnished that vessel, has increased her speed 2 miles per hour, gaining 10 revolutions over the old wheel, He could hardly credit such splendid results and feels more than satisfied. To show the excellent reputation these wheels had made, we may quote the demand for the whole of last season as being 250, while the supply for this season up to the present writing has been 350.

We are pleased to announce to the many friends of Mr. Parrish, who may not have heard the joyful tidings, that he has now doubled up, joined the order of the benedicts, in point of fact, got spliced. The late Miss Jennie Beck, of Wilkesbarre, Penn., is now one of the happiest ladies in the land and the MARINE RECORD voices the sentiment so well expressed in the words, long may she reign.

Life saying stations of the ninth district will be closed on the 15th instant.

The propellers S. F. Hodge and Eber Ward of Ward's line will winter here.

A new tug will be built for Maytham's line this winter, to take the place of the lost tug Dorr.

The steamer Clyde was chartered by the Delaware and Hudson people for coal to Chicago at $1. The Lehigh Valley company is loading the Fred Mercur for same port. The Roumania finished loading coal for Chicago. It is intended to give the Bulgaria a cargo for Chicago, but she will not be ready till Friday and the underwriters will probably not take the cargo risk after Thursday.

More vessels are wintering at this port than was expected some time ago, it is rather noticeable fact that tonnage is locating in the larger ports in greater numbers than usual at the close of navigation.

Captain R. J. Cowley of Lorain, has applied for a patent on a hatch cover fastener. Agences will be appointed for the sale of the invention on the chain of lakes, a model of which is now on view at the ship chandlers store of F. T. Parrish on Main Street. The invention will do away with battens and wedges, and save a considerable amount of time in the securing of hatches, especially in the large class of vessels where hatches are, to say the least, numerous.

Howard H. Baker & Co., have had a fairly prosperous season and are now about taking their usual inventory of stock. The outlook is considered highly promising for the coming season, and the large amount of building going on certainly warrants the belief that ship chandlers will have an active and lucrative run of business next season.

Captain Maytham personally superintended the late successful wrecking expedition sent to the assistance of the tug Tom Maytham. She will be dry-docked here at the earliest opportunity and after survey, will be repaired with the thoroughness characteristic of her owner.

Captain Thomas Wilson is in the city, and expects to return to Cleveland to morrow.

The Wilson line boats Sitka, Wallula, Missoula and Spokane will lay up here, the Spokane is expected to arrive early Friday.

Mr. Conway, engineer of the steambarge Cormorant, which vessel is now laid up here, will leave to-day for Cleveland. The Cormorant is to have new boilers during the winter. SWAIN.

MILWAUKEE, WIS.

Special to the Mairne Record.

The Milwaukee Shipyard Co., have commenced on their new barge and will have her ready for the opening of navigation.

Messrs. Wolf and Davidson have not decided as yet to build a boat this winter, but have repair work enough to keep them busy for some time.

The steamer Australasia is the last boat to arrive from below, and there will be no departures.

The F. and P. M. boats will continue to make regular trips as long as the ice will let them, and the Goodrich boats will run regularly between Chicago and northern ports.

Captain Hogan, formerly of the steamer G. C. Markham, died Monday, of cousumption, after a long illness.

All of the tugs excepting the Welcome and Coe are out of commission.

The tug Starke Bros., will proceed to Sheboygan and have her machinery taken out to be put in a new hull.

The steamer P. Sawyer was in dock at the Milwaukee shipyard to receive a general caulking, and left for Green Bay, where she will winter.

The steamer F. L. Vance was in dock at Wolfe and Davidson's to be caulked.

The Milwaukee steambarge Louis Pahlow has been purchased by the Delta lumber company of Manistique for $25,000.

The tug T. Emery is having machinery overhauled, and recieving a new shoe at Sheriffs, also one of their wheels. J.

SANDUSKY, OHIO.

The propeller Michigan, bound up from Cleveland with the barges Roberts and Richards, coal laden, and Clinton, light, caught fire on the 2d inst. twelve miles from this port. The fire originated near the boiler and spread rapidly. The crew hurridly abandoned her and went aboard the barges. The tug Buffalo of this port, was out looking for a tow and, seeing the fire ran to the burning boat, got a line to her, and with the aid of the tug Monk towed her to dock at this port, where the fire department was called out and extinguished the flames. All the woodwork, except the hull a few feet above water line, was burned away. She was sailed by Captain Lee, of Bay City, and was owned by Flower Bros., Detroit. She was valued at $10,000. Richards sailed on up the lake, and the other barges anchored off Kelley's Island.

MONTAGUE, MICH.

pecial to the Marine Record.

The Montague Iron Works, Wilson and Hendrie, proprietors, have just closed a contract with Mr. H. W. Williams, of South Haven, Mich., for an 18 by 20 marine engine and a marine boiler 6 feet 6 inches shell, 12 feet long to be placed in his new freight and passenger boat, which he will have built at South Haven, this winter. They are also very busy on two large fore and aft compound marine engines and boilers for same, previously reported, and are also figuringon a good amount of new work.

THE MODERN MEETING HOUSE.

In the columns of the MARINE RECORD of June 1885 an article was written dealing with the Seaman's Bethel in Detroit, and showing how the generosity of a certain lady had been subverted from the original intention of the giver, to a more stylish performance of the religious ceremonies, suitable only for a select few. The question then discussed was the mariner's church and the service required especially for this class of citizens, and we therein stated that a bethel should be in fact as well as in name a church where the sailorman would be at ease while receiving the word of God, as it would be expounded by a sailor preacher, who understood what his auditors were most in need of and who had the force of character necessary to exemplify his teachings, otherwise the ropehauler would feel much like a fish out of water, and derive no more benefit from the service than the character whom our correspondent Royal has so faithfully portrayed in the following lines:

How de do Davie, 'lite and hitch, there's no one
home but me;
Thar a'int a man living sir, I'd sooner like to
see
For Nancy and Liddy 's gone to see a sick
man on the hill
And Jason's gone to get a grist at Hiram Turner's mill.

I was in town last Sunday, and my heart and
me agreed
To go to church, and if you'll wait, I'll tell you
what I seed—
The bells war tollin' lively on the balmy
morning air
And folks seemed in a hurry, like the
rushin to a fair.

The meeting house was built of stone, the steeple pintin high
The windows, they were painted all the colors
of the sky,
And running up the steeple, was a great long
lightning rod
I kinder tho't the members lacked a confidence
in God.

The big bell sort o'hushed itself and then it rung
some more
And people that came in carriages got ont right
at the door,
The women fixed their dresses like they
meant to make a call,
Their faces showed they warn't thinking of
their souls at all.

Well I stood and thought it wicked, I sepose
Some go to church to close their eyes, some to
eye their close;
I overheard the Mrs. Snell to Mrs. Stebbins
say
My daughter Becky's dress wan't done, she
won't be here to-day.

I stood there hesitating like what sort of move
to make
I felt that I should go inside for my salvation's sake,
I started meekly in the house, I thought it
war no harm,
With my old broad brim hat in hand and
Jean's coat on my arm.

I went along 'bout half way up the velvet carpet aisle,
The men and women shut their gates and then
began to smile;
I seed one open just a bit, went in and pulled
it too,
When Brown, the banker, riz right up and,
said, this 'ere's a rented pew.

I got right out of his rented pew and sat down
next the door,
Expecting for someone to say, this 'ere's a rented
fleor;
A fine dressed stranger, he came in, the members did'nt wait
But every fellow jumped and opened wide
his gate.

The parson riz and raised his hands, with cold
and haughty air,
And everybody stood and listened to his prayer
I don't know how it is with them, somehow
I always feel
I'm doing God injustice, when I get too proud
to kneel.

They all sat down and stared about, then at the
parson's face
When he put on his specks and said, "Let's
sing Amazin Grace."
An organ busted loose upstairs, the music it
was gay,
It tickled them as couldn't sing and them as
had to pay.

The music quit, the parson riz, they passed the
hat around
And when the deacon sot them down, the parson
took his text;
He preached about two hours, 'bout the faith
in God to keep,
The women folks were nodding and their husbands were asleep.

One gal said to another, "Have you seen my
beau to-day?"
She nodded her head and then looked back, the
party hit, was gay;
One whispered loud enough behind her fan for
me to hear.
"That bonnet Sophy Fay's got on, is one she
had last year.

The parson quit and then sot down, the organ
played again,
I thought if that were service, God, the tunes
they played were thine
I've heard the band at circuses just play the
self same air,
The parson, when the organ quit, dismissed
'em all with prayer.

Now, Davie, if the angels seed what I did, I believe
Thar wan't a one among 'em all but what laughed
in their sleeve,
For God don't smile on Christians, who his
blessings will abuse
He ain't no use for organs and he don't like
rented pews.

He rings no bells to tell 'em that the Sabath's
come once more,
The angels have no carriages to drive up to the
door;
Such Christians might as well look up to God
and sweetly smile
And say, I send my soul, dear Lord, I'm coming after while.

Our master up in heaven, Davie, sees and hears
everything,
He likes to see his children kneel and loves to
hear them sing,
For whar he live the angels sing and Christians get their dues,
His music costs him nothing, and he has no
rented pews.

There ain't no use of fooling 'long the road down
to the grave.
There is no way of dodging when you got your
soul to save;
Fine churches, organs, carriages, clothes,
rented pews and pelf
Don't come that day, it lays between your
Maker and yourself. ROYAL.

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PROPOSALS FOR CONSTRUCTION—U. S. Engineer Office, Cleveland, O., Nov. 14, 1888. Sealed proposals in duplicate, will be received at this office until 12 o'clock m., on Monday, the 17th day of December next, at which time they will be opened in the presence of bidders, for constructing 6 0 lineal feet, more or less, of the structure of east breakwater at Cleveland, Ohio. Preference will be given to materials and plant of domestic production or manufacture, conditions of quality and price [import duties included] being equal. The attention of bidders is invited to acts of congress approved Feb 26, 1885, and Feb 23, 1887, vol. 24, page 414, statutes at large. All information can be obtained at this office. The United States reserves the right to reject any or all proposals. L. COOPER OVERMAN, Major of Engineers.

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Marine Inspector.
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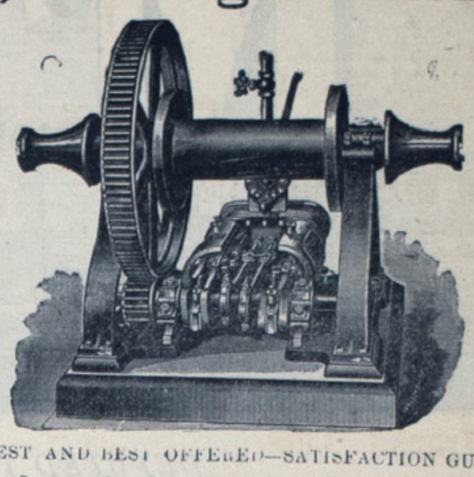
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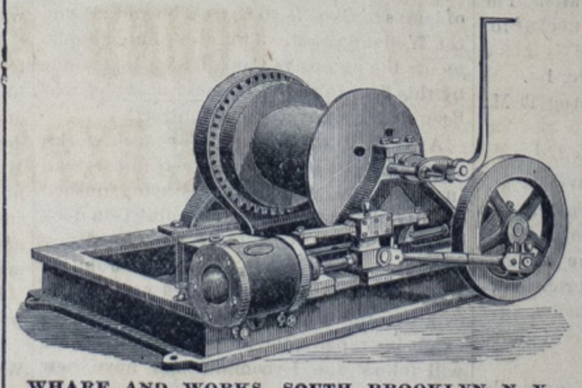
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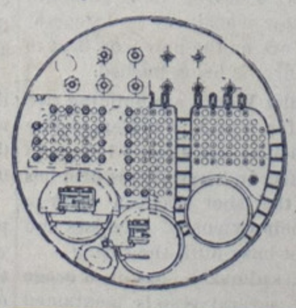
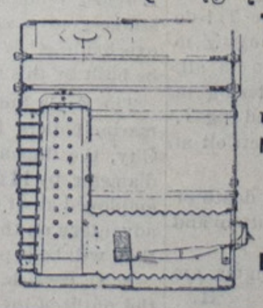
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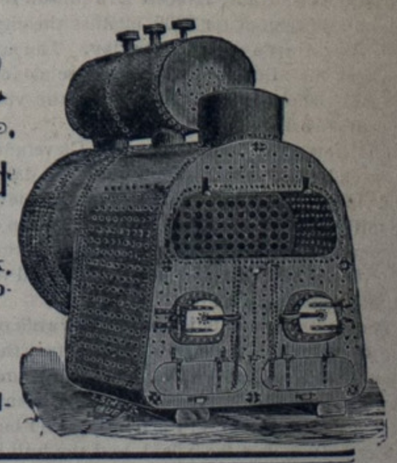

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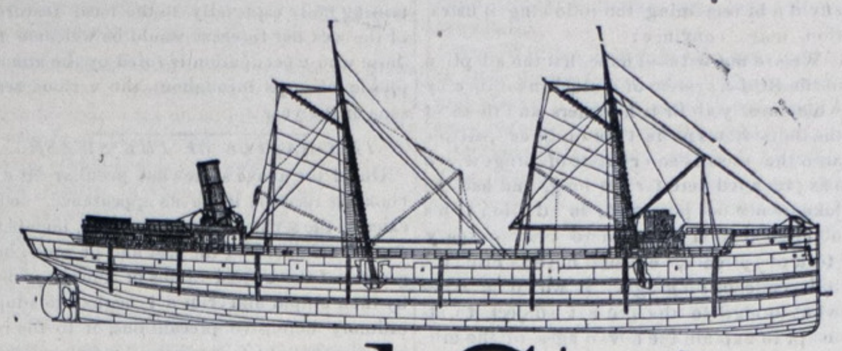

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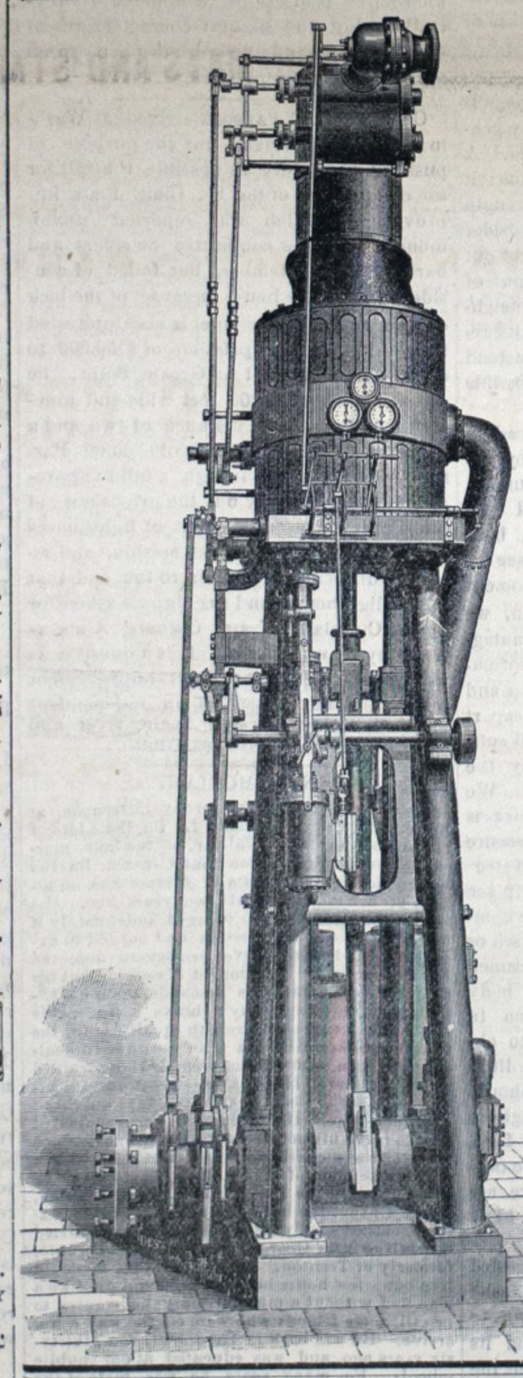

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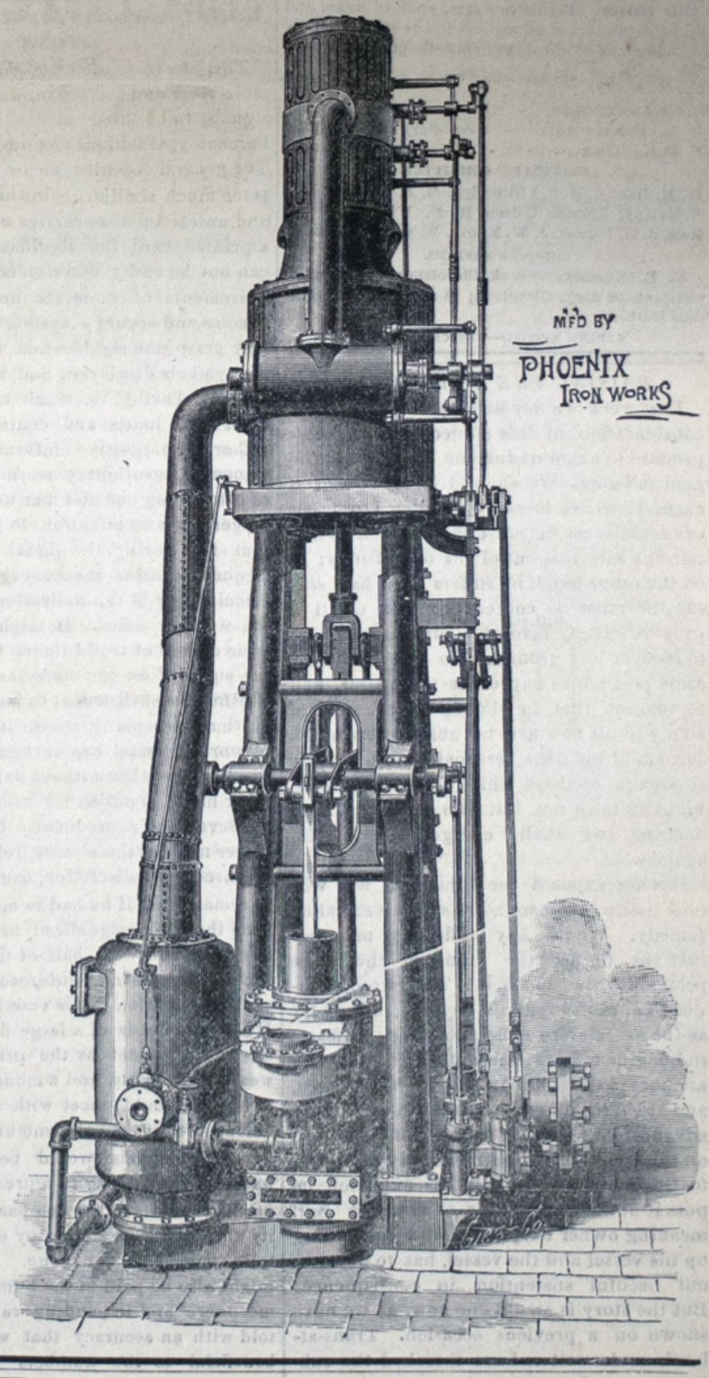

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MARINE RECORD—OFFICIAL PAPER.

RAISING THE PREMIUMS.

Last week we devoted a short space to a consideration of this subject and we now propose to examine further into its contingent fallacies. We showed in effect that if an underwriter loses by his own ignorance or carelessness he must be prepared to sustain the said loss out of his own funds; if, on the other hand, he suffers by a bad season, he must be content to wait untill a proportionately favorable run enables him to recover lost ground. He is just in the same position as any other speculator, and to suggest that he should have a second string to his bow and be able to throw the burden of his own personal loss, upon the shoulders of those shipowners who individually have not lost him anything, is a doctrine we shall energetically protest against.

Having exposed the injustice, we will now notice the unsoundness of this so-called remedy. Would any reflecting man say that the higher the premium the more profitable the business? This would indeed be true as regards freights, but as far as the vessels are concerned it is difficult to imagine a more thorough delusion. We are not speaking unadvisedly, for facts have, and always will, confirm the statements we advance, viz: that higher rates of insurance on the bodies of vessels mean only more loss to the underwriter. By his extortion he puts it out of the power of many a well meaning owner to spend money in keeping up his vessel and the vessel, has to do without needful sustention in consequence. But the story is an old one now, as we have shown on a previous occasion. Trans-atlantic underwriters have threshed the subject bare, and we have their experience to reach us. For many years it has been next to impossible to get them to touch the bodies of vessels except in very special instances and then only with reluctance. They know well that with freights they get a fair average, but with hulls they do not. A few of them persisted in the idea that any risk might be taken provided they got a good enough price for it, and their persistance caused them the loss of the whole or a great part of their capital. They found that there were always owners ready and willing to pay the premiums, however high they might raise them, and they also found, when it was too late, that the men who were willing to pay the advanced premiums, were men who knew what they were doing, o that the insured found it did him no harm to pay two or even three per cent extra it was able to collect the whole sum insured in the course of a year or two. Meanwhile the better class of ships kept out of the underwriter's books altogether, the owners preering even to run uninsured, to the alternative of paying premiums such as they knew they could not honestly afford.

Raising the premiums upon our vessel owners is a straw such as none but a drowning man would grasp at. If there still be any doubt remaining, the following illustration may convince:

We are not without hope that the adoption of the British system of mutual insurance by which nearly all British owners and those of the Baltic states protect their interests, will put an end to the unsatisfactory state of things which has prevailed here far too long, and had he lake owner not possessed, in addition to his other good qualities, a more than ordinary stock of patience, he would have asserted his independence long ago. It would be somewhat foreign to the present subject, to attempt to explain the advantages of the mutual system, but the way it deals with the question of premiums is the only equitable one. If there has been a bad season the insurers of that season pay for it, it does not attempt to make the insurers in a fortunate season pay for those of an unfortunate, and vice versa. It may nevertheless not be out of place to say that in the old world insurance arrangements, there is no friction between underwriting companies and the shipowner's insurance associations. They have really one interest and work harmoniously together to their joint benefit. The shipowner has no interest in interfering with the insurance on freight, and the insurance companies know by experience that it is unprofitable to touch hulls.

A few years ago a certain class of vessels in the overseas trade cost, say 6 per cent in the mutual associations, while at the same time underwriters taking similar classed vessel's hulls, gradually advanced their rates thereon to 10 per cent and finding they were even then losing money retired from that branch of the business, thoroughly satisfied with the result of "raising the premiums."

SIGNAL AND HYDROGRAPHIC STATIONS.

The fraternity of the lake marine require a more clear and comprehensive system of code signals, to be used at the various weather bureau signal stations around the chain of lakes The general opinion seems to be that there is too much similiarity in the present hoists, and unless a person carries around with him a printed card the signification of the hoist can not be easily determined. What the requirements of commerce now call for, is a concise and accurate system so that the mind may grasp the signification of the hoist from the symbols displayed, and not as they are at present, having too much sameness both in color and hoists and containing negative, rather than positive information. For instance, the cautionary storm signal has been so often hung out that mariners generally no longer pay any attention to it, from the fact that after seeing the signal displayed, they frequently sail on their voyage without experiencing any of the indications as set forth at the weather office. It might be said with some degree of truthfulness that the cautionary signal does not necessarily imply bad weather, nor is it meant to have such a signification, especially when it is stated that a seaworthy vessel can encounter the foretold wind and weather without danger; yet, on the other hand, uncalled for caution is no guide whatever, and consequently the ordinary observer must in these cases rely upon his own resources, and discretion, causing the mariner to remark that if he had to meet storms everytime they were signalized as being probable to occur, then the haif of the season would have to be passed in enforced idleness so far as the navigation of his vessel was concerned. Hence the needs of a large floating industry are not fully met by the present system of weather forecasts, and a moderate revision of the rules would meet with a wide approval amongst the marine community. The wind direction signals would be simplified by having a square flag to represent each of the cardinal points of the compass, and the velocity shown at each station by exhibiting a metalic flag, ball, or cone. More attention might also be paid to the humidity of the atmosphere and impending rain storms, foretold with an accuracy that would be highly beneficial to the numbers who watch the prognostications emanating from the signal service station in their locality, as stations frequently, occupy an elevated position. Especially in large towns, an intelligent observer ought to be on duty through the night, who besides taking the usual measure, noting the instrument, etc., should be able to calculate, and watch for astronomical phenomena, taking particulars of occultations, configurations, meteoric showers, direction of shooting stars and the many other valuable points of research, which are desired in connection with the lunar and stellar worlds. These observations accompanied by an accurate description of the celestial appearance at sunrise, would ably supplement the duties of the day officers and frequently lead to important results both local and scientific, while at the same time a monthly synopsis of their report would prove valuable data in the hands of an experienced astronomer or statistician. By these means also the exact position of each place of observation could be determined, and the latitude and longitude of prominently local lights could be verefied, all important bearings, and distances being taken from the official building and while admitting the past and present services of the weather bureau as being invaluable, we have no hesitation in stating that a more general and positive knowledge, appertaining more especially to the local features of the weather forecast would be welcome to those whose occupation is ruled by the atmospheric changes throughout the various seasons of the year

THE BATTLE OF THE SWASH.

Under the above somewhat peculiar title a book has recently made its appearance, dedicated to the senators and ex senators, members and ex members of the past and present congresses of the United States of America, who, by their stupid and criminal neglect to adopt ordinary defensive precautions, or to the reconstruction of the American merchant marine, have rendered all America seaport and lake town liable to an attaek that they can not with the available forces withstand.

The evident object of the book is a good one and we trust that the work will have the effect of furthering the cause of the naval reserve and of a thorough system of coast defense, which the MARINE RECORD has always so strenuously advocated.

As a literary production we fancy the author would achieve more success had he confined himself almost exclusively to the story of the battle and had left his readers to draw their own inferences. They would certainly have arrived at his conclusions quaily well had they been allowed to do a little thinking for themselves instead of having that done for them. In his anxiety that they shall not go stray he sometimes uses expressions, which thoughtful and reflecting people would scarcely approve, such as pigish attitude, robbery, tricery, deception and fraud. Two much zeal has led him into the error, only too popular, that one can advance your own cause by abusing your neighbors; which, therefore, we agree with his views, and applaud his patriotic sentiments, we would wish to arrive at the same goal by a more considerate use of our power.

If a good feeling is to be cultivated between Canada and ourselves or even if a marriage is to be brought about, it must be done by gentler methods than his book upholds. A union on his lines would be of no value; it would be a source of weakness, not of strength to the enlarged nationality. We consider that it can and probably will be brought out by amicable means. A recognition of this fact in our own dealings with our neighbors would in due time bring about its reward. But if on either side of the line good faith subserve, political ends and impossible difficulty are introduced.

Our sympathies are with those who advocate "defense not defiance," and thereby we come to the same results as our author. We want to see a thoroughly organized system of naval reserve and coast defense, both as to men and materials. We want to see arrangements completed so that at any moment if war should break out in any direction, we should not be left at the mercy of our antagonists. This can only be done by the formation of a perfect system of naval reserves and an engineer and torpedo corps at our seaport and lakeport centers; by the erection of suitable permanent fortifications and by the adoption of a system of naval reserve. We are quite certain that so far as the latter is concerned a small annual bonus would secure the services of a superior fleet of ironand steel steamships, fleet and stable, to take the place of regular naval ships, able to drive the commerce of any aggressive country off the sea or lakes The same measures applied to seamen would secure the superior service of a body of blue jackets who might be relied on to man such cruisers as we might be able to obtain under this arrangement. There is little room to dispute that if the government should forward the views of the people throughout the country to establish a naval reserve for a consideration such as has been heretofore outlined in these columns. Besides there are many other means which the means of high policy might render available.

To grant subsidies to our ships as suggested by the the author of the "Battle of the Swash" and provide guns and defenses, is shown to be a positive duty of the government and its energies must not be allowed to relax, but the establishment of a trained paid or volunteer engineer corps, or both, must co-exist to a sufficient extent, and a thorough system of enrollment for a naval reserve should be taken in hand without delay, so that the stigma of unpreparedness may no longer attach to us as a nation.

The attention of congress is again invited to the defenseless condition of the seacoast and lake frontiers, and liberal and immediate action is recommended looking to the effective defense of our principal sea ports.

The secretary says: "It would appear now more important than ever that such action should be taken at the second session of the present congress in view of the fact that the last session gave appropriations for the construction of heavy ordinance. Without heavy platforms, strong armored protection, and other permanent emplacements, these guns and mortals when finished will be of comparatively little use.

"The building of modern gun and mortar batteries requires longer periods of time than the construction of the armament. It would appear the part of wisdom that the preparation of these two important components of a well-equipped defense should proceed simultaneously. For the beginning of the construction of such defenses an appropriation of $2,846,000 is asked for."

Two hundred thousand dollars is asked for the repair and preservation of existing works; for the purchase of torpedoes and submarine mines, and the necessary appliances for operating them; for experimenting to ascertain the best of the many torpedo inventions, and for the continuing of the construction of the necessary casemates, cable galleries, etc; for working the submarine mine and torpedo system, $1,390,000 is recommended. The construction of a torpedo shed for the storage of torpedo material, in San Francisco harbor to cost about $22,000, is recommended.

SECRETARY WHITNEY, in his annual report, after presenting a brief review of the condition of the navy, as it will exist on the 4th of next March, in comparison with the same on March 1, 1885, says that so far as armored ships are concerned, the subject is yet to be treated in a broad way by the department and congress. As a result of the policy adopted and carried out during the past three years, the conditions at present, the secretary says, are such that everything necessary to a first class fighting ship can be produced and furnished to the department in this country as soon as in the course of construction any element or feature is required, but this has never, until the present time, been true, and therefore the consideration of the subject has been necessarily postponed by the department until now. The efforts of the department in ship construction have necessarily since March, 1885, been devoted to unarmored vessels and as the department is able to report when the ships in course of construction and those authorized shall have been completed, the United States will rank second among the nations in possession of unarmored cruisers or "commerce destroyers" having the highest characteristics of size, 3,000 tons and upward, possessing speed of nineteen knots and upward.

COLONEL R. C. PARSONS arrived at Washington from Cleveland for the purpose of pushing as rapidly as possible the bill for the completion of the St. Clair Flats improvement, which was reported unanimously from the committee on rivers and harbors last September, but failed of consideration in the house because of the lack of a quorum. The colonel is also interested in securing an appropriation of $150,000 to create a new channel at Grosse Point, the same to be about 1,000 feet wide and nineteen feet deep for a distance of two and a half miles. Another object of Colonel Parsons' visit is to get through a bill to appropriate money to carry out the provisions of the act for the establishment of lighthouses and fog signals passed last session, and secure additional legislation to the end that all the lighthouses and fog signals asked for by the Cleveland Vessel Owners' Association may be established. It is a question as to whether the Grosse Point improvement bill should be passed as an independent measure or incorporated in the river and harbor bill that is to be prepared.

IN MEMORIAM.

There was buried yesterday afternoon at Woodmere, Captain Frank L. Bayliss, late of the steamer Thos. W. Palmer, of the lake marine. The first intimation that Captain Bayliss had of the encroachments of disease was an attack of bronchitis about two years ago. His life might have been prolonged indefinately if his devotion to his profession had not led to exposures which would have been severe upon the hardiest seaman. He thought of nothing but his duty and exaggerated its demands upon his energies. He was not only a brave and capable mariner but united therewith qualities for the transaction of business and an aptitude in dealing with men, remarkable even in those trained to the counter. He was as chivalrous in his ideas of duty to his profession as any knight of the olden time. His failing health compelled him to leave his post as captain in August, since when he has steadily declined, until his death on the afternoon of Monday last, the 26th inst., at the home of the Hon. Cady Neff, at Trenton, where all that the hand of affection could extend soothed his dying pillow. He was married last fall to Miss Georgia Johnston, of Toronto, formerly of Trenton. When told that he could live but a few hours he said he would die like a man and without a murmur, only he wanted to last till some friends who were on the way could arrive. He was born in Savannah, Ga., thirty-six years ago, and was educated at our public schools. For many years he was mate of the schooner Scotia, under Captain J. J. H. Brown. He lived without reproach, he died without a fear. The obsequies were conducted by Rev. Mr. Shanks, of Trenton, and was largely attended by friends from that place and from Detroit. Among those who followed the remains to their last final resting place were Captain J. J. H. Brown, of Buffalo, Senator T. W. Palmer and many of his marine friends. The floral tributes were beautiful and numerous, among them an elegant anchor and cross from the Michigan Navigation Co., and a beautiful piece from Hand & Johnstone, of Buffalo. The pall bearers were Captain J. J. H. Brown, Hon. Wm. Livingstone Jr., John Stevenson and Ford Starring.

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H. M. HANNA, - - - - - - Cleveland, O.
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A. W. COLTON, - - - - - - Toledo, O.
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EBER WARD - - - - - - Detroit, Mich.
JAMES DAVIDSON, - - - - - Bay City, Mic
JOS. AUSTRIAN, - - - - - - Chicago, Ill.
W. M. EGAN, - - - - - - - Chicago, Ill.
IRA H. OWEN, *Vice President*, - - Chicago, Ill.
R. P. FITZGERALD, - - - - - Milwaukee, W
DAVID VANCE, - - - - - - Milwaukee, W
ALEX MCDOUGALL, - - - - Duluth, Minn,
HARRY MURPHY, *Secretary*, - - Buffalo, N. Y.
JAS. CAREY EVANS, *Treasurer*, - Buffalo, N. Y.

MARINE RECORD—OFFICIAL PAPER.

NAVAL RESERVE MOVEMENT.

A resolution was unanimously adopted by the New York board of trade and transportation October 10th, 1888 as follows:

WHEREAS, In anticipation of national legislation providing a naval reserve for the United States, the state of Massachusetts has authorized, by a recently enacted law, the organization of her naval militia, and it is publicly announced that other states, appreciating the value of organized trained bodies who may be readily utilized in defense of their exposed coasts and seaports, are taking similar steps to make effective the proposed United States naval reserve law; therefore,

Resolved, That the president of the New York board of trade and transportation appoint a committee of five members to consider this question and report thereon to this board, if deemed advisable, by bill for introduction in our state legislature at the coming session, or, in such manner as in the judgment of the committee will best promote the end proposed.

The following committee was appointed by the president. Chairman, Mr. Aaron Vanderbilt of the Ward Line, 113 Wall street; General Edward L. Molineux, of C. T. Raynolds & Co., 106 Fulton street; Mr. Wm. Kribs, of Johnson and Higgins, 62 Wall street; Captain Ferdinand P. Earle, of Hotel Normandie and Earle's hotel; Mr. Thornton N. Motley 26 Liberty street.

(Copy)

ROOMS OF THE NEW YORK BOARD OF TRADE AND TRANSPORTATION.

NEW YORK, Nov. 30.

SIR: A commitee of the New York Board of Trade and Transportation is seeking information and suggestions touching the necessity and frasibiliiy of establishing for the state of New York, a naval militia as comprehended in the proposed United States Naval Reserve, the intention being, if the weight of evidence favors such steps, to prepare a bill for introduction at the approaching session of our ligislature.

Your views on the subject will be of interest and value to the committee, and I have been requested to invite such suggestions and opinions as you may be willing to make public.

I enclose herewith, for your information, a copy of the resolution under which this committee was appointed, and also forward under frank of Congressmen Whitthorne, a report of the congressional committee touching a United States naval reserve. Requesting the favor of a reply

I remain truly yours

AARON VANDEBILT, Chairman.

Committee on Naval Reserve of board of trade and transportation.

BIDS FOR HARBOR IMPROVEMENTS.

At the office of Major L. C. Overman, United States engineer, yesterday bids were opened for the removal of 920 000 yards of material at Toledo between the inner crib light and deep water in Lake Erie. This was to be done under the appropriation of $150,000, made available on the 5th of last August. The work proposed was to begin in the spring and be completed by the first of October, 1889. As a result of the advertising fourteen bids were received, representing firms in all sections of the country, the cities of Quebec, Ont., Duluth, Minn., Mobile, Ala., Buffalo, N. Y., Saginaw and Detroit, Mich., Chicago, Ill., Oil City, Pa., Lorain, O., and Cleveland being represented. The prices ranged from eighteen cents per yard to forty cents per yard—scow measure. As a whole the bids were regarded as high. The lowest bidder was Connelly & Co., of Pennsylvania, whose bid is satisfactory if they can furnish the necessary plant to complete the work in required time. A definite recomendation will not be arrived at for a day or two.

The Messrs. Connelly, whose bid is lowest in this case, are understood to have had contracts for the construction of parts of the new Welland canal.

Bids are to be opened to-day at the office of Major Overman under the appropriation of $40,000 for the straight channel at Sandusky. To-morrow bids are to be opened for the expenditure of $15,000 for rock excavation work at Ashtabula, and on Saturday for the expenditure of $40,000 in pier extensions at Fairport, Ashtabula, and Lorain.

On the 18th of this month bids will be opened for the extension of the east arm of the Cleveland breakwater, under the appropriation of $80 000 for that purpose. In this connection it can be added that 300 feet of superstructure was completed on November 28 on the portion of the east breakwater put into position late last year and the early part of the present year. This was done by hired labor and material purchased by the United States engineer's office at highly satisfactory prices.

THE Washington correspondent of the Sun sends the following to his paper: "The northwest neighbor rebelli us in Manitoba and on the line of railroad connections between the eastern and western provinces of Canada are deeply interested in the project of political consolidation with the Dominion, and are discussing it eagerly. I send here with the opinion of Senator Sherman. Their present interest lies in the current assumption that Mr. Sherman will be President Harrison's secretary of state. An interview with General Wilson in the Sun of last Sunday ends with the significant sentenes: "The students of political and public questions will observe that the time is ripe in America for the appearance of a statesman keen enough to foresee the ripening tendencies of kindred nations towards consolidation upon an imperial scale, bold enough to declare his faith in a destiny made manifest to his foresight and strong enough to mould direct, vague desires, blind movements of aspiration and fermenting tendencies towards union into a complete achievement and accomplished fact. I don't want to play the part of a voice crying in the wilderness and hail the appearance of such a man with undue precipitation, but the significanse of this fact can escape nobody that by far the most capable, experienced and trusted political leader left in the United States, stands in the very forefront of the movement to unite the destinies of Canada and the United States. Senator Sherman was the first American prominent in public life to adopt and declare the belief that the ultimate destiny of the two nations are common, and that no other solution can be found for questions constantly arising between them. In the course of an hour's talk with Senator Sherman, whose general drift and bearing I have his full authority to convey to you, I learned that his views on this subject have only gained strength and definiteness with the lapse of time.

SECRETARY of Treasury Fairchild, in his letter to congress transmitting estimates of appropriations required for service of the fiscal year ending June 1, 1890, makes estimates for the improvement of rivers and harbors aggregating $5,697,000. Of this amount Ohio gets almost a lions share, $500,000, all for improvement of harbors on Lake Erie. Estimates are as follows: Completing the harbor at Ashtabula, $25,300; completing improvement at Black River, $10,000; at Cleveland, $20,000; at Fairport, $21,300; completing repairs at Huron, $12,000; at Port Clinton, $10,000; at Sandusky, $15,000; at Toledo, continuing improvement of old channel, $5,000; continuing improvement in Maumee bay, $250,000. Among the public works estimates is a recommendation for an appropriation for establishing a steam fog signal on the breakwater at Cleveland to cost $5,200. Secretary Fairchild in a note explaining the necessity for this appropriation makes the following statement: Smoke from the manufactories and fires of Cleveland is sometimes so dense as to obscure the city and pier light and blinding snowstorms often occur. A fog signal is therefore required as authorized by an act approved October 1, 1888.

ORE shipments by lake have ended and the year's shipments to Wednesday, November 28, aggregated 4,600,434 tons or 210,577 tons in excess of total shipments for the season of 1887. Only a few thousand tons were shipped between Wednesday of last week and Friday, when the last cargo left Escanaba. Compared with the shipments of 1886 the difference in favor of the current year is 1,107,248 tons. The rail shipments this year are known to be larger than ever before, so that it is entirely safe to estimate the output of the Lake Superior mines for 1888 at 5,000,000 tons, or about 300,000 tons more than their production in 1887. The week's shipments foot up 91,899 tons as against 26,699 tons for the closing week in 1887.

By ranges the shipments are as follows, Marquette range 1,815,402 tons, Gogebic range 1,223,337 tons, Menominee range 1,111,220 tons and the Vermillion range 450,475 tons.

GENERAL O. M. POE furnishes the following statement of the commerce through St. Mary's Falls canal during the month of November 1888 viz:

Number and class of vessels		
Steamers		460
Sail vessels		101
Unregistered		61
Total passages		631
Total lockages		393
Registered tonnage	444,258	tons
Freight tonnage	515,975	"
Number of passengers	1,205	
Excess of registered tonnage over corresponding month last year	87,894	tons
Excess of freight tonnage over corresponding month last year	105,037	tons
Total freight tonnage from opening of season to close November	6,409,278	tons.

Captain Wm. Brooker came home from sailing Monday evening. The captain has been mate of the Chenango the past season.

OBITUARY.

CAPTAIN JULIUS HAGAN.

The late Captain Julius Hagan of Milwaukee who died on the night of December 2d, of consumption, was born in Norway about thirty-six years ago, had spent most of his life at sea, five years in the navy and sixteen on the lakes. He sailed the scow Helen, schooner Waukesha and for the last two years the steamer Markham He was known as an excellent navigator and a noble fellow, was a member of the Scandinavian benevolent society, and a Royal Templar of temperance. To his shipmates and friends he said, "I will watch for you at the gates of the better world," Captain Hagan leaves a wife, daughter, Nettie, aged twelve, baby Lillie, aged eight months, and sons James and Spencer aged seven and four years respectively.

The angel of peace presided in the sick room, and when the time drew near for the brave seaman to depart on his last voyage he clasped his wife's hand and said, "Don't cry for me Lena, I am going home, I will wait for you there," then drifted into sweet sleep. M. M. O.

FORE AND AFT.

A thorough rebuild is in prospect for the steamer City of Fremont at Chicago.

The owners of the rebuilt propeller Osceola have refused $60,000 for her. She cost them about $45 600.

Toledo received 72,637 tons of ore this season, which is 19 308 tons more than was received in 1887.

The Chieftain will be hauled out next week and during the winter between $7.000 and 8,000 will be expended on her.

It is estimated that it will cost close upon $7,000 to repair the damage to the barge Plymouth's bottom and that then she will be worth $5.000.

The government dock at the Canadian Soo is being extended into mid-channel and will be ready for business by the opening of navigation next season.

Talk about navigation at the Soo. Nearly two weeks ago the Mississippi was frozen over at LaCrosse and river boats had ceased to make trips to that point.

Martin Jacobson, of Chicago, has libeled the R. L. Freyer for damages done the schooner Ida by collision June 12, 1888. The amount claimed is $1.441,94.

The McArthur will take timber loading machines to Toronto and Belleville, at which places the Collinsby rafting company expects to do a big business next year.

The little propeller Michigan, burned on Lake Michigan last Sunday, was 36 years old. One of her barges sailed up the lake and the others stopped at Kelly's Island.

The Wisconsin Central ore docks will close for the season on the 14th, having shipped 372,091 tons of ore. The Lake Shore, which has shipped 630,840 tons, will be closed later.

The following fleet is at present laid up in Port Colburne: Propellers Algonquin, Africa, Lillie Smith, schooners Lisgar, Severn, Marquis, Nett. Woodward, Mary Lyon, Wawanosh. Bay Trader.

The new steambarge G. H. Dwyer carried 2.464 gross tons of ore on her first trip with fourteen feet nine inches of water forward and fifteen feet three inches aft. Her average speed was nine miles per hour.

Patrick C. Curtin, who died last week, had been the superintendent of the Illinois Central elevators at Chicago since their erection and was widely known and well liked by two generations of lake navigators.

The total shipments of ore from Ashland will not fall over 2,000 tons short of last season, having reached about 1.012,000 tons. The Norris mine holds the lead as the heaviest shipper, having reached 400,000 tons in six months.

It is probable that the navigation on the bay will close later than last year. The Resolute and Reliance are making regular trips between Deseronto and Oswego, and the Armenia is running between Deseronto and Brockville.

Under the special appropriation of $65 000 granted Aug. 11, work on the St. Clair ship canal will be continued throughout the winter. Dredging operations are completed and there is a clear 16 feet of water. A quantity of piles are all ready for driving.

Navigation with the lower lakes is closed, The weather is fine, and vessel-men say the Sault will keep open two weeks yet. The lake water is much warmer than at the corresponding time last year. The north-shore boats will run nearly a month yet. The last departure was the Spokane, and the last arrival the Fish.

Estimates for the navy and marine corps for the next fiscal year are $26,767.677, and includes $9,717,000 for increase of the navy construction and armament; $221,424 for improvements at navy yards, and $240,000 for a new naval observtrory. The appropriations fot the current fiscal year aggregated $19.942.481.

Last month there were 55 steamers and five sailing vessels launched at British shipbuilding yards. The tonnage of a number of the vessels is not given, bat 38 of the vessels launched give 80,000 tons register. Among them twenty-five of the above were built in the north east ports and eighteen on the Clyde. The Clyde vessels however, are of a larger class, showing an average of over 2000 tons.

Gen. O. M. Poe has just closed a contract for constructing a valuable addition to the wharf or piers at the Sault Ste. Marie canal. The extension will be 1,400 feet, and will be carried out according to the original plans for this intended improvement. Under favorable circumstances it is expected that the work will be completed towards the end of next season.

Grignon's new drydock was launched at Duluth to-day. The dock is 65 by 85 feet and is capable of lifting heavy lake vessels.

The bay of Quinte is frozen over. The tug McArthur will attempt to release the schooner W. I. Preston if the weather continues fine and if successful will take her to Oswego.

J. E. Botsford of Port Huron has bought the propeller Dean Richmond from the Sarnia and Duluth steamboat company. The consideration is private. She rates A2, with a valuation by Lloyds of $50,000.

The Canadian Minister of Marine gives notice that a spot with only 13 feet of water is reported on the shoal lying about 1½ miles easterly of Point Pelee Light-house, Lake Erie, which shoals are shown on the American charts of the lake. Also that the wrecked schooner Walter H. Oades lies about 400 feet southwest of the 13 foot spot in 21 feet of water, with 6 feet of water over her.

The arrivals at Duluth this season, reckoning the Spokane, which arrived last, Thursday night as the last, were 2,075 against 2,475 last season. It is claimed that the business has been quite as large, in spite of the short wheat crop, for the vessels were larger than those of last year, while the decrease in number is due largely to the withdrawal of Canadian vessels that did not pay last year.

About four thousand bushels of wet wheat, out of the schooner Preston that went ashore at the head of Long Island, is now being sold to farmers for fifty cents a bag for feed. There is considerable difference of opinion whether it is good for feed or not. A schooner from Chaumont took a load of it, owned by Mr. Barker, of Oswego, where it is to be, according to rumor, made into whiskey.

Mr. Adolph H. Forstner, a marine engineer whose home was in Cincinnati some years ago but who has been on the Pacific coast of late years, was in this city yesterday endeavoring to sell a device for steering steamboats by means of hydraulic pressure. The principles governing the management of the steerer are the same as those of the steam steerer. The vessel men thick well of it, but its cost is about equal to that of the steam steerer.

The Kelly Island Lime & Transportaton company will close their kilns at Duluth in a short time. It is not a paying business to burn in winter. They will, however, make large additional contracts for wood for next year, and will start up very early in the spring with a full force. A number of contracts for wood have already been made, and much of the wood has already been cut out. The kilns consume several thousand cords of mill wood and cord wood during a season, and employ a large number of men. It is quite possible that the works may be enlarged.

LITERARY NOTICES.

THE CENTURY for December, if not strictly speaking a Christmas number, is still a Christmasy number, opening as it does with a frontispiece picture, The Coming of Winter, by Mary Hallock Foote, and containing also a number of full-page engravings of sacred pictures by the old and little known Italian master Duccio, in the gallery of Italian masters, which is now one of the most valuable features of the Century. In addition to this there is a western story in verse by James Whitcomb Riley entitled Last Christmas Was A Year Ago; and still further a Christmas editorial. The two contributions to this number of the Century having perhaps the highest importance are the installment of the Life of Lincoln, entitled First Plans for Emancipation, and the paper by Mr. Kennan in which he graphically describes Life on the Great Siberian Road. In the Lincoln Life are printed for the first time two letters by Lincoln, to the editor of the New York Times and to Senator McDougall, in favor of the plan of gradual emancipation, with compensation. A number of other original Lincoln MSS. are here for the first time given to the public, including the text of the first draft of the emancipation proclamation. This draft is indorsed in Lincoln's own handwriting as follows: The emancipation proclamation as first sketched and shown to the cabinet in July 1862. In Mr. Kennan's paper, among other matters of novel interest, is given a description of the singing of the Exiles' Begging Song. Henry James writes with full knowledge and critical enthusiasm a paper of which the pregnant title is London, which paper has a running accompaniment of drawings by the well known artist Joseph Pennell. The stories of this number (besides the Irish Aigle and Francoise) are the second installment of Mrs. Catherwood's Romance of Dollard; The Third of March by Julian Hawthorne, and Mine—A Plot, by H. S. Edwards, author of Two Runaways, five in all, including the seri

THE gale which raged with such fury on the eastern coast, three weeks since, crossed the Atlantic and ravaged the coasts of the British Isles causing many shipwrecks at Dundee, and it at one time attained for several minutes the force of 80 to 90 miles an hour, its average force at its height was nearly 50 miles.

[Around the Lakes Continued from 1st Page.

CHICAGO, ILL.

Special to the Marine Record.

P. H. Fleming, of Beckwith & Fleming, have purchased of the Anchor line the schooner Schuylkill. The consideration is denominated private, though an approximation can readily be deducted from the Anchor line's refusal a short time ago of $18,000. Unless towing arrangements are consummated, Mr. Fleming will add topsails to the craft. The vessel rates A2 straight and recently underwent extensive repairs.

The officers of the Pennsylvania Company here say that the report that their company intended to put on a line of steamers from Duluth to Buffalo is entirely without foundation.

The William Edwards was the last boat to clear for the lower lakes. The Germanic and Grover, arrived Sunday winding up inter-lake navigation for the season.

Of the unfortunate accident by which John Fletcher, mate of the Avon, was drowned in Chicago river last Thursday night the Tribune says: "He had been entertaining some friends from the steambarge Parnell and had shown them across the plank with a lantern on their departure, when a splash was heard. They attempted to reach him, but he seemed unconscious and was unable to take hold of anything. It is thought he struck his head in falling.

At Miller Bros.'s ship yard the barge Judd was in dock for bottom calking, the steambarge Robert C. Went for repairs to wheel and shoe, steamship F. A. Folsom for a new wheel, the steamship J. S. Fay for fixing stern bearing, the steamship J. F. Eddy for a new wheel, the steamship Mecosta is receiving repairs to her stern.

The Peshtigo Co.'s steamer Boscobel, Captain Wm. Nicholson, with her six consorts have had a very successful season having made 55 round trips between Chicago and Peshtigo from May 4th to November 24th, bringing to this port 55,000,000 feet of lumber. The Boscobel, Noquebay, Peshtigo, Active and Alert are laid up here, the Advance and Mautenee at Peshtigo.

The steambarge Huron City, Captain Cassin, was chartered for lumber at $250, and left for Manistee Monday evening. Upon her return to this port, should the weather permit, she will go to Muskegon for lumber for this port, then for lumber from Muskegon to Michigan City and will return to Chicago to lay up and receive new machinery.

The fine steamship Gladstone arrived light from Milwaukee Monday, loaded 85,000 bushels of corn for Buffalo at 4¼ cents, and left here Monday night.

The Lehigh Valley steamships Oceanica and Tacoma arrived Monday night with coal from Buffalo; they will go into winter quarters here.

The fine steamship Servia made her maiden trip to this port arriving on the 23d. November from from Buffalo with 1,970 tons of coal and her consort the fine schooner Moravia with 1,725 tons of coal. They are both fine specimens of marine architecture and were built and launched this season from the well known shipbuilding yard of F. W. Weeler, West Bay City. The Servia is 247 feet over all, 40 feet beam, 26 feet depth of hold. She has a fore and aft compound engine 26 and 46 by 40 built by S. F. Hodge & Co., Detroit, and a steel boiler of the Scotch type, 12 by 12 built by the Lake Erie Boiler Works Buffalo. She has all modern improvements including the American Ship Windlass Co.'s steam windlass and capstan, and her cabins and officers quarters are fitted out elaborately and usefully. She is owned by Hawgood & Avery Bay City, Captain J. C. Ellis is in command, Edward July first mate, J. E. Lyon chief engineer, John Wadleigh assistant engineer.

Captain Wm. Rollo is laying up the J. W. Averill. This is the forty-first year of his laying up from active sailing service, and he looks well and hearty yet, and we hope to see him around many more seasons.

The steamer J. W. Wescott, Captain Oleson, engineer Wm. Eddy, has had a very successful season, having made 29 round trips between this port and Traverse City, she was partly laid up last week but was put into commission again and left here Thanksgiving day for Menominee and arrived here December 3d with a load of lumber. She will now lay up as her wheel became loose on her last trip.

The steamship Germanic, Captain W. E. Morris, arrived here Monday night with 1,663 tons of coal from Erie. She is a large carrier for her dimensions having carried 1705 gross tons of iron ore on a draft of 15 feet, 1 inch forward and 15 feet 7 inches aft, also 1800 tons of coal besides her fuel of 100 tons on a draft of 14 feet 8 inches forward, 15 feet 5 inches aft.

The fine steamship Albany of the Western Transit Line, arrived Sunday night December 2d, from Buffalo with merchandise. Engineer Kennedy says the Albany passed the Union Line steamship Tioga off the South Fox Island, Lake Michigan, Saturday night, at 10 p. m. and beat her about two hours on the run up to Milwaukee. I said, "Engineer Kennedy, were'nt you forbidden to race?" He replied, "Yes," but the weather was not looking good so he let her go to reach her destination before bad weather came along.

At eleven a. m. Tuesday the barge Ashland in tow of two tugs coming down the north branch of the river, light, collided with the Indiana street bridge, carrying away a portion of her head and doing considerable damage to the rail side walk and upper structure of the bridge. The wind was blowing hard at the time and the bridge tenders could not manage the bridge.

WILLIAMS.

ASHTABULA HARBOR, OHIO.

Special to the Marine Record.

Business at our port is fast closing up. The last ore shipments, are all in and vessels are stripping and going into winter quarters. All vessels in port will be unloaded this week, and the last departure noted. Ore shipments by rail was never better, and we are looking forward to a lively winter's business.

As soon as everything is snug, I will send you a list of vessels laid up here and will give you any other items from time to time that may be interesting. F. L. T.

SAND BEACH, MICH.

Special to the Marine Record.

The following craft sheltered here for the week ending December 2.

Nov. 25th. John Pridgeon, Jr., City of Mackinaw, Flora.

26th. George L. Colwell and two.

27th. William Chisholm, City of Alpena; Remora, schooner Lady Essex.

28th. T. W. Snook, Mineral Rock and one; Garden City and three, Lothario and two; Eighth Ohio.

30th. R. G. Stuart, Music and Wahnipatia, Kalkaska.

Dec. 1st. Tug J. V. O'Brien towing the tug George R. Hand to Port Huron for a rebuild and general overhauling.

Navigation is nearly at an end, but very few boats are passing here now.

The fishing tug Delilah, from Bay City is here and proposes to fish as long as they can get out to their nets. T.

STURGEON BAY, WIS.

The Sturgeon Bay Independent furnishes the latest information concerning the schooner Northwest: It says that Thomas H. Smith and Captain John Walker went to Pilot island on the tug Nelson to make an examination of the stranded schooner at the request of Captain J. V. Tuttle of Milwaukee, who desires to have Leatham & Smith make an offer for the wreck. Mr. Smith reports that the vessel lies with her head to the southward and her stern toward the island, there being three feet of water under the forefoot and nine feet aft, every sea causing the stern to swing. She is bearing on the rocks for two-thirds of her length and is bulged up between the fore and main hatch, which has thrown her deck up, opening the seams in her bilge, broken the keel and keelson and probably broken the frames in the knuckle at the bilge. Her rudder is thrown violently against the stern by every sea, and unless cut away will soon pound the stern to pieces. Mr. Smith does not think there will be anything left of the vessel by spring, and does not want to touch her on any terms.

OSWEGO, N. Y.

The rapidly dwindling Oswego fleet will lay up for the winter as follows:

At Oswego, schooners Comanche, Kate Kelly, Lem Ellsworth, Daniel G. Fort, M. T. Downing John Magee, American, steambarge Monteagle.

At Chicago, steambarge C. S. Parnell.

At Ogdensburg, schooners John R. Noyes, M. J. Cummings, John Wesley, Oliver Mitchel.

At Toledo, schooner West Side.

Oswego tugs, Wm. Avery, E. E. Frost, John Navaugh, M. J. Cummings, Charley Ferris, May Queen, Eliza Redford.

Other vessels laid up here, schooner H. Fitzhugh, Louisa.

The R. W. & O. Co., has recently purchased from Mrs. Melissa Dodge, of New York, for $37,000, a track of land lying east of the Oswego Manufacturing, Co.'s property. The land borders on the new harbor and the inference is that trestles will be built on the property for the shipment of Lehigh Valley coal.

DULUTH, MINN.

The Herald says that the steamship Spokane arrived in port from Buffalo with the last cargo of coal of the season. This forenoon the propeller Jas. Fisk, of the Ward line, also arrived, having left Buffalo late on the 26th of November. The Spokane is discharging her cargo today and will probably put in a full load of flour tomorrow and clear for Buffalo again. She will probably arrive the 4th or 5th of December, and will enjoy the distinction of being the latest vessel ever leaving Duluth harbor. The cause for universal closing of navigation before December 1st is, as has been stated, the expiration of all marine insurance at that time and not specially necessitated by ice at this port, at least. Special insurance arrangements are made by the Spokane which enable her to carry down a valuable cargo of Minneapolis flour

Cleveland Block Co.,
MANUFACTURERS OF
Iron Tackle Blocks
TAKING THE PLACE OF WOODEN BLOCKS FOR ALL PURPOSES.
159 River St., CLEVELAND, O

MARITIME LAW.

COLLISION—DAMAGE—LOSS OF CHARTER—NEW ONE AT LOWER RATE—DIFFERENCE—RE-ADJUSTMENT OF COMPASS—RATING AT LLOYD'S—MASTER'S PROTEST.

Evans v. steamship Belgenland,

U. S. District Court, Southern District of New York.

1. If the existing charter of a vessel is lost in consequence of collision, and a charter at lower rates is necessarily taken for the residue of the charter period, the owner is entitled to compensation for this loss up to the expiration of the term of the original charter. In this case, the steamship H., while under charter and on her way to take on board cargo, was injured by collision and detained 35 days. The length of the charter voyage would have been 38 days. The charterers cancelled the charter in consequence of the delay, and the vessel obtained another charter at a rate three shillings less than the rate of the original charter. The Commissioner, in assessing damages, allowed demurrage for 35 days, and a further item of 3 shillings per ton for the difference between the two charters. Held, that the vessel could only be allowed the difference between the two charters for 3 days, being the portion of the original charter period remaining after the expiration of the 35 days for which demurrage had been allowed.

2. The cost of a re-adjustment of a ship's compass, rendered necessary by putting new iron plates in her side, is a proper item of collision damage.

3. The expense of a new rating at Lloyd's is a proper item to be allowed as damage.

4. The expense of a master's protest, made in a foreign port, is a proper item of damage.

On Exceptions to Commissioners Report.

BROWN, J,

Upon the commissioners report assessing the damaging by collision, the chief exception is to the allowance of $1540.97 for the loss of a charter, in addition to $4815.65 allowed for 35 days detention, while the vessel was undergoing repairs. The collision occurred while the libellants steamer, the Hartlepool, was on a voyage from England to Perth Amboy, N. J. She was then under charter, agreeing after delivery of her cargo at Perth Amboy, to proceed to Port Royal, S. C., for a cargo of phosphate rock to be taken to Europe, and to be ready to load at Port Royal by the 5th of June. The repairs made necessary by the collision detained her 35 days in New York, and as she was unable to reach Port Royal by June 5th, and as freights had fallen, the charterers cancelled the charter, as they had a right to do under its provisions. The capacity of the steamer was about 2110 tons; the charter rate, 15 shillings per ton. The length of the charter voyage, reckoning from the time of leaving Perth Amboy, would be 38 days. The steamer when repaired went to Chisholm Island, near Port Royal for a similar cargo at 12 shillings per ton, which was the best that she could do. The sum of $4815.65, allowed by the commissioner for 35 days detention is at the rate of $137.59 per day or 6d per ton. The rate of demurrage specified in the original charter. The item of $1540.97 is for the difference of 3 shillings per on between the two charters.

I cannot sustain the allowance of both these items. The item for "demurrage" represents, or ought to represent, the full value of "the use of the vessel" for the first thirty-five days at charter rates. If it does so, that is all that the libellant is entitled to recover for that period, and the fact that 6 pence per ton was all that the original charter required would if put in evidence as against the owners, be presumptive evidence that that was as much at least as the ship was worth during any such detention were under the original charter rates. Beyond that, the most that the libellant could claim would be the difference of 3s per ton in the freight for three days more, since that would reach to the time when the original charter voyage would have ended. The allowance of $1540.97 gives in effect the owner the benefit of the original charter rates for 73 days from the time of arrival at Perth Amboy, instead of for 38 days; while the market rates for the last 35 days were 3s lower. If the item of demurrage stands, only 3-38ths of the second item should therefore be showed. The rule of damages in collision cases is *destitutio ad integrum*. The owner is entitled to *indemnity* for the loss of the use of his vessel while repairing. The value of this use is to be determined according to the business in which she is engaged. If she is under charter at fixed rates, that is her business for the time being and the charter rates, less the ship's expenses in earning them i. e. her net freight, furnish the rule of indemnity. (Per Nelson, J. Williamson v. Barrett, 13 How. 110-112; the Potomac, 105 U. S. 631; the Mayflower, 1 Brown, 380-387.) The mode of ascertaining the damages in such cases has long been applied in this court. If the detention is less than the whole charter period, the owner recovers, not the whole net freight, but for the proportionate period only. (The Gorgas, 10 Ben 661). If the existing charter is lost in consequences of the collision, and a charter at lower rates is necessarily taken for the residue of the charter period, the owner is entitled to compensation for this loss up to the expiration of the term of the original charter. He is entitled to this allowance, because he would not otherwise be indemnified for his actual loss; and because there is no legal rule which precludes the recovery of his actual loss in such a case. The loss of the larger rate is the immediate consequence of the collision; and the rate being fixed by the existing contract, this item of damage is not subject to the objection of being in the least uncertain, hypothetical or speculative. The shipowner is as plainly entitled to such a loss as the cargo owner is entitled to recover for the loss of the market through the delay of the ship by negligence or by collision. See the Guilio, 34 Fed. Rep. 911, and cases there cited: The J. Nixon, 2 Fed. Rep. 259. Compensation for difference in charter rates was allowed the shipowner in the cases of the Star of India (1 Prob. Div. 466 and the Cousett (5 Prob. Div. 229), which are quite like the present. No adjudications are cited to the contrary. See Vantim v. the Lake, 2 Ware, Jr. 52.

The libellant is, therefore, entitled to compensation for the value of the use of the vessel during the 35 days detention computed upon the basis of her original charter rates; and also to the difference in her earnings for the three following days. When the officers and men are under pay on contract, and cannot otherwise be profitably employed. The amount necessarily paid them during the ship's detention is also to be added as one of the incidents of the damage. The libellant in this case gave no evidence to prove his damage by the method of proving the net freight that would have been earned. No evidence was offered of the expense of running the vessel, and only one witness was called to testify as to the value of her use. He states that $50 per day would be a fair and reasonable sum. Whether this is based upon the charter rates then existing, or upon the original charter rates is not stated; but he says it has nothing to do with "profits." This sum is probably intended to include the expense of the ship and crew as she was then quipped. The rate of demurrage reserved in the origanal charter was 6d per ton per day; in the second charter, 8d per ton i. e. $137.50 and 181 per day, respectively. As the evidences of the charter rates, however, was objected to, and is not in this court held competent as against third persons, the J. A Donnat, 34 Fed. Rep. 428, there is strictly no other competent proof before me on this point than the testimony of Mr. Spence above referred to. The two items allowed by the Commissioner, amount to $6356; which (deducting an allowance for the additional three days) is at the rate of about $170 per day for the 35 days.

That the amount allowed, $6356, is too much, is apparent from the fact that the gross freight under the original charter for 2110 tons at 15s per ton, for 38 day's service, would amount to only $7738, i. e. only $1382 more than the amount of damages allowed. But $1382 is obviously too little to cover the additional 3 days, which must be deducted and the increased expense of the ship for coal and other charges while on the voyage, over and above the necessary expenses while lying at the dock. If the second charter rate had been 9s instead of 12s per ton, the same mode of computing the libellant's damages would have made them exceed the entire gross freights for 38 days, allowing nothing for increased expenses of the voyage.

Upon the evidence, as it stands, the demurrage, must be adjusted at the rate of $150 per day for 35 days, that sum, in the absence of other evidence, being taken to represent the actual value of the use of the vessel on the basis of her original charter rates, including such of the officers and crew as were attached to her while she was undergoing repairs; with a further allowance of $121,40 as 3 38ths of the difference between the rates of the two charters upon her cargo of 2110 tons, for the loss on the remaining three days of the original charter period, amounting in all to $5390,

A few minor items were also excepted to.

1. Adjustment of Compass.

The testimony shows the liability to a change in the adjustment of the compass from putting new iron plates upon the ship. In this case 22 new plates were put upon the bows not far from the compass. Reasonable precaution made the re-adjustments necessary, and this item of expense should therefore be allowed. The "overhauling" of the compass, so called, was not made necessary by the collision, and is, therefore, disallowed.

2. Ship's Rating at Lloyd's.

It was conceded on the argument that a proper rating of the ship, and a certificate thereof are necessary in ordinary commercial dealings to enable the ship to obtain employment at the market rates. The collision destroyed the rating she previously had, and, therefore, rendered a new rating necessary after she was repaired. The expense of this new rating was the direct result of the collision, and should, therefore, be disallowed.

3. Master's Protest.

The expense of a protest made in the home port as a mere means of collecting the insurance has been held in this court not recoverable; because insurance is a matter of contract wholly between the insurer and the insured, and is no part of the owner's interest in the ship. City of Norwich, 118 U. S. 468. But the master's protest made in a foreign port truthfully stating the details of any disaster to this vessel, is important in many ways to all interested. It is required by ancient, and, I think, almost universal usage. Dana, Sec. Fr. 156; Abb. Ship, *380; 1 Kay Ship, 253; Oleron, 14; Wisburg, 55. The expense is small, and when made in foreign parts, as in this cass, it should be allowed.

Tha other exceptions are overruled.

October, 4, 1888.

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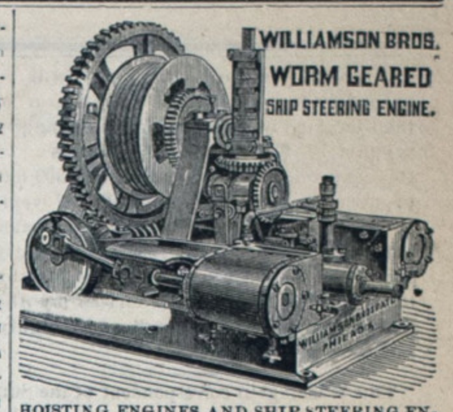

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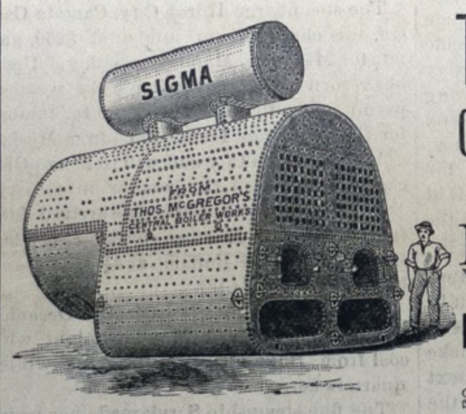

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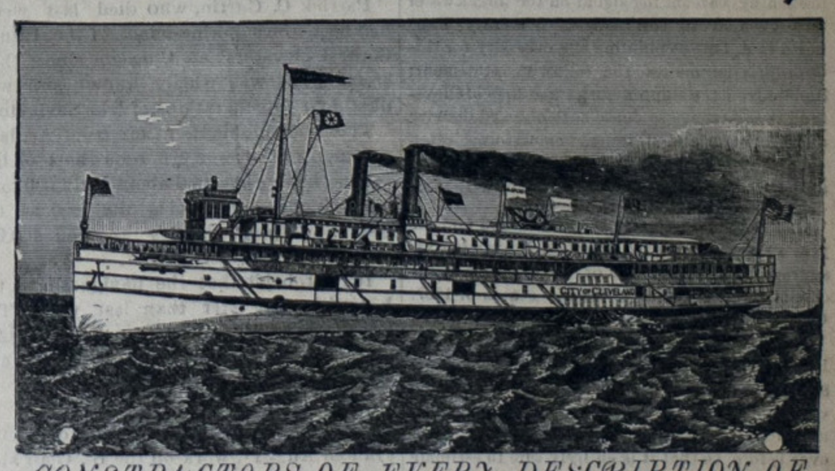

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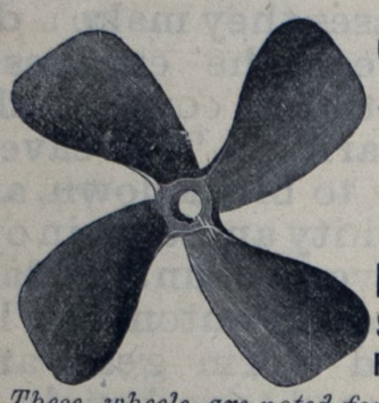

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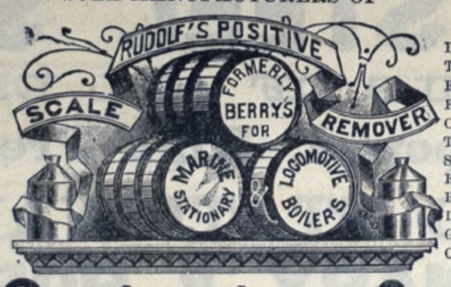

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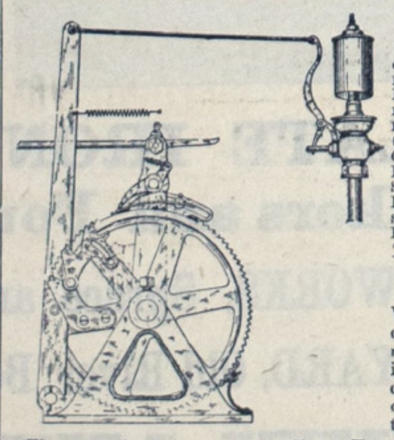

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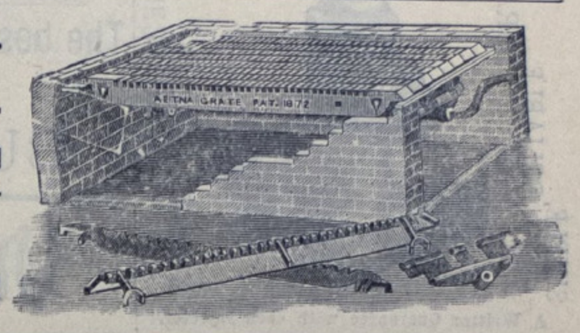

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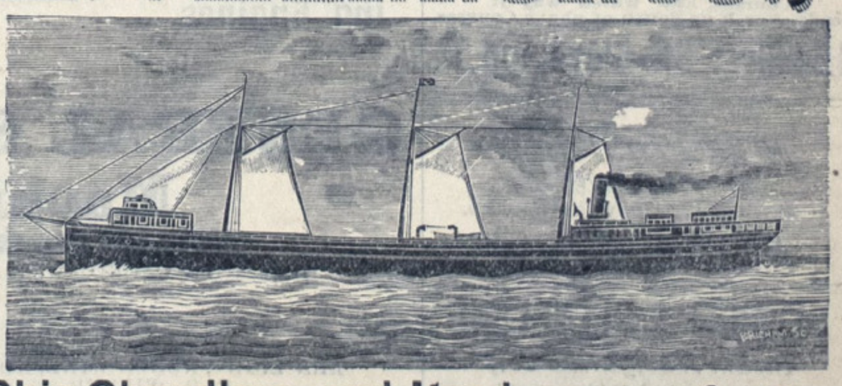

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Commencing Monday July 13, 1888. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive.	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No. 6 N. Y. & Boston Ex	*1 35 A M	*1 40 A M
No 8, N. Y. B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	
No 10, Toledo Ac'm via Sandusky	†11 05 A M	
No 10, Toledo Accom via Norwark	†11 05 A M	
No. 24, Buffalo Accommodation		† 7 00 A M
No. 10, New York & Boston, "Flyer"		*11 50 A M
No 12, N Y & B Fast Express	*2 35 P M	3* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via " "	§5 30 A M	5 45 A M
No 25, Mich Accom Norwalk		†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 50 A M.; arrive Grand Central depot, New York, 7.30 a. m.

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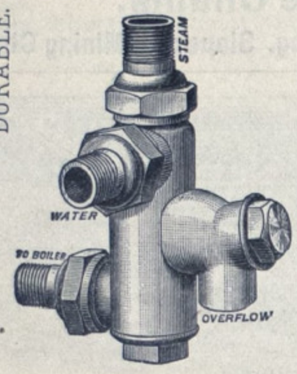

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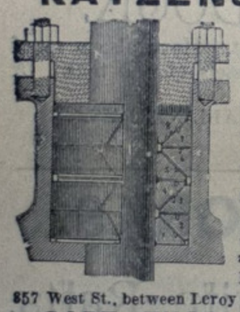

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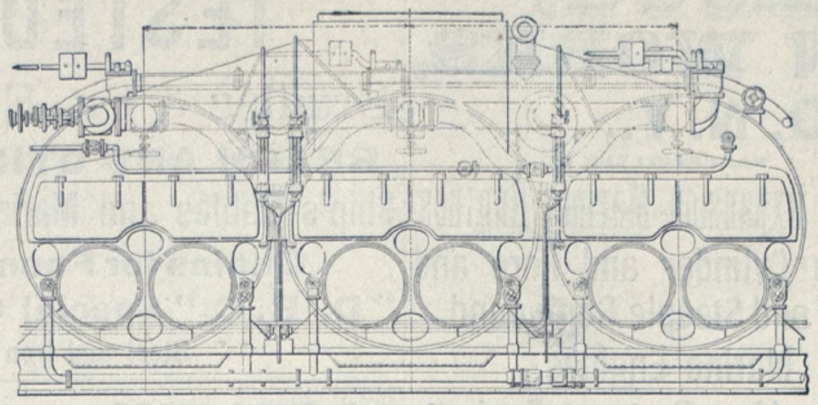

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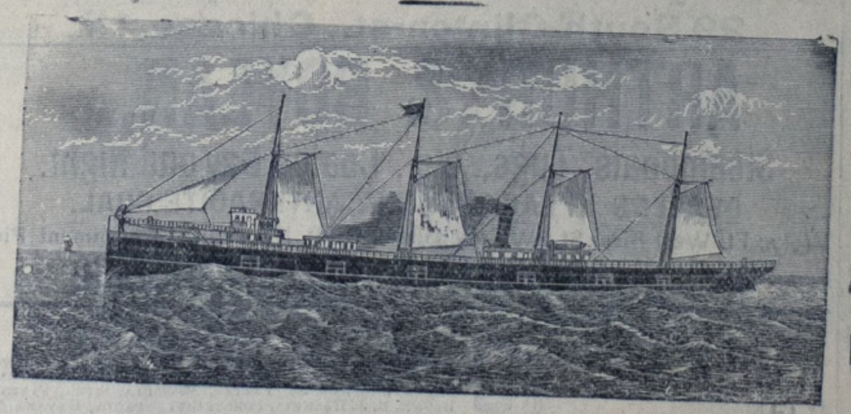

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